



Transportation Working Group

Focusing on State Funding and Puget Sound's
Regional Planning, Financing, and
Government Structures

Doug Beighle, Chair
Dick Ford, Co-Chair, Long-Term Committee
Reid Shockey, Co-Chair, Long-Term Committee
Al Ralston, Co-Chair, Short-Term Committee
Phil Bussey, Co-Chair, Short-Term Committee

Short-Term Recommendations

- Statewide package to maintain momentum of 2003 nickel package to raise approx. \$8Billion over 10 years.
- Within Puget Sound Region, Alaskan Way Viaduct and SR-520 Bridge are highest priorities.
- Major mitigation package before Viaduct and SR-520 Bridge to expand capacity on I-405, SR-167, SR-509, and I-5 as well as expand capacity of transit and commute trip reduction programs.

Short-Term Recommendations cont.

- We suggest state is responsible for replacement of Viaduct and SR-520 Bridge, however the region must shoulder a significant portion as well.
- Tax increases could include 10 cent gas tax phased in over 2 years, as well as license and weight fees for multi-modal projects.
- Cities and Counties should receive a portion of the gas tax increase.
- Legislature authorize user fees such as tolling, HOT lanes, public/private partnerships etc.

Long-Term Recommendations

- Regional resources must play a major role in corridor improvements.
- Consolidated regional governance structure to prioritize in the context of resource availability for regional planning and funding to meet growth management goals.
- There should be a single designated implementing agency on each project to ensure project delivery on budget and on time.

Long-Term Recommendations cont.

- State, regional, and local governments should do a more thorough job of integrating transportation systems. Every major corridor should be multi-modal.
- Regional efforts are linked with state and local funding and operational responsibility for transportation corridors. Therefore regional decisions should be made with WSDOT and other local transportation agencies.

Long-Term Recommendations cont.

- To meet regional financial contributions, the legislature should authorize the use of tolls and other “user fees”.
- TWG is willing to continue work in 2005 legislative session and throughout the year.

Follow-Up to TWG Report 2005

- Regional Governance Forum (for Puget Sound) at U.W. (Jan. 6) with Muni League, Evans School, Seattle Chamber, Appleseed Foundation
- Sponsor Forum between Washington legislators, San Diego, and Denver officials who have passed regional tax votes in 2004
- In 2005 civic project for statewide public education for needs of transportation-privately funded partnership
- TWG offer to convene forum to bring WSDOT, RTID, Sound Transit, PSRC, and Seattle Monorail together to prioritize the planning and funding of regional transportation.
- Tolls, Technology, Freight, and West Coast Corridor conference on Feb. 24 & 25 at Microsoft

A detailed map of Washington State, showing major highways in red and yellow, and geographical features like the Puget Sound and Cascade Mountains. The map is overlaid with a grid of letters and numbers. The title text is centered over the map.

Transportation Governance: A Civic Conversation

A Forum Conducted by the

Regional Governance Project

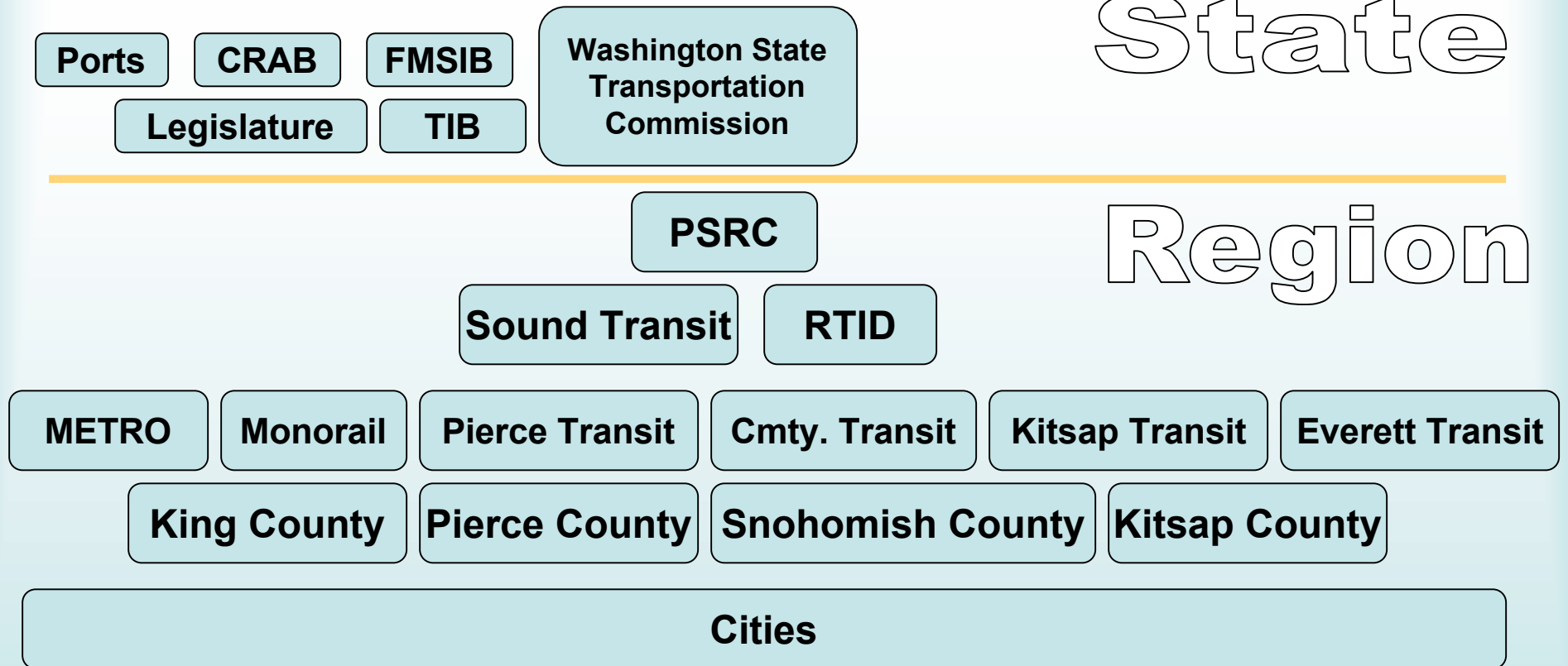
January 6, 2005

The Regional Governance Project is a joint effort of The Municipal League of King County, the Greater Seattle Chamber of Commerce, the Daniel J. Evans School of Public Affairs at the University of Washington, the Appleseed Foundation, and the Cascadia Center at the Discovery Institute.

Polling/Focus Groups: Who's in Charge in Puget Sound

- Voters want political accountability, but don't know who's in charge
- Regional and state agencies poll well individually, but people want a “grand plan”
- Voters may face RTID, Sound Transit II and phase II of Seattle Monorail in 2005-2007
- Voters report their #1 concern, congestion, is not being solved
- Voters do not feel that systems are integrated

Current Model



DRAFT

Regional Authority Models

